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SOURCE Zheleznodorozhnyy Transport, No 1, 1947. (FDB Per Abs 19669).THREE LARGE BRIDGES TO BE REBUILT

The large railroad bridge spanning the Samara River, a wide tributary of the Dnepr at Mizhnedneprovsk, was rebuilt in 1946. Huge reinforced-concrete abutments, approximately 10,000 cubic meters in volume, had to be erected. All ten spans, totaling 1,345 tons, were reconstructed.

The most difficult phase of the work was the installation of five spans on the bridge supports. Engineers Semenov and Sagay suggested linking the spans as a single chain, having a total length of nearly 250 meters, and then launching it by means of trolleys. With the use of two 5-ton winches on the opposite bank, all five spans, having a total weight of 650 tons, were thrust onto the bridge abutments and piers. This was the first time such a bridge building technique had been used.

The Ministry of Transportation has approved the plan to reconstruct a bridge across the New Dnepr. The destroyed steel spans will be replaced by four reinforced-concrete arches. Such arches, each 140 meters long, will be the first to be constructed in the USSR. They will require 30,000 cubic meters of concrete.

The new bridge will have two levels: the upper for a double-track railroad and the lower for automobiles.

Construction of a large bridge across the Dnepr at Kiev has begun. This bridge will be known as the Darnitskiy Bridge and is located not far from the site of the one which was destroyed by the Germans.

Construction of the approaches to the bridge, and the controlling embankment (damb), will require one million cubic meters of earthwork. A vast number of reinforced-concrete piles, totaling nearly 7 kilometers if laid end to end, will have to be driven into the river bed. The steel-span structures will weigh 3,500 tons, and 57,000 cubic meters of concrete will have to be used for the abutments, piers, and arches.

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